

UPDATE SUMMARY

This 2011 Comprehensive Plan for the Village of Barrington is an update of the previous comprehensive plan, adopted in 2000. It is substantially similar in format, and addresses many of the same issues. Data regarding land use, demographics and so forth have been revised to reflect more recent information, and the findings of several planning studies undertaken in recent years have been incorporated where appropriate.

One of the most important tasks of town planning is to present an image of the community of the future. While there are varying opinions regarding the future use of specific parcels in Barrington, there is a consistent theme in the statements of citizens, public officials and even the news media about the desired overall character of the Village. It is the existing Village's character which attracts people to Barrington and which the majority of the people wish to preserve, enhance and perpetuate. The impacts of growth, its resultant congestion and density pressures have affected the Village, but much of its character has been maintained. Barrington's character results from efforts to maintain low density, its historic architecture and its landscape. As the Village attempts to meet residents' needs and realize new opportunities for its citizens, it must find ways to do so while protecting and enhancing the essential character.

The following is a summary of notable changes from 2000 to 2011, listed by chapter:

- **Municipal Boundaries:** No major changes to this chapter. The map, Figure 1, Municipal Boundaries, has been revised.
- **Interagency Cooperation:** The title of this chapter has changed from "Intergovernmental" to "Interagency" Cooperation. The 2000 Intergovernmental Cooperation chapter focuses mostly on mutual cooperation among BACOG communities. The 2011 Interagency Cooperation chapter demonstrates and encourages continued cooperation with additional agencies, such as IDOT, IEMA, NWMC, CMAP, SWANCC, Barrington Park District, Cook County Forest Preserve District, and Lake County Forest Preserves. The 2011 chapter highlights current Village-BACOG partnerships, such as BAGIS, impact fees, and the Water Resources Initiative. The 2011 chapter also continues to demonstrate interdepartmental cooperation, such as the central dispatch for police and fire and emergency management training.
- **Land Use:** The greatest change to the land use chapter is the creation of the Artisan land use classification, which encourages an environment where low-impact, small scale artisan operations may manufacture products and also offer the products for retail sale. The artisan use demonstrates the current and foreseeable market conditions in certain locations that were previously classified as Industrial. The land use chapter now also addresses the siting of telecommunication towers. The map, Figure 3, Land Use Plan, has been revised.
- **Village Center:** While the 2000 Comprehensive Plan divided the Village Center into four quadrants, the 2011 Comprehensive Plan recognizes eleven subdistricts in the Village Center. Moreover, the boundaries of the Village Center have been expanded to include Lageschulte Street, South Hager Avenue, 412-510 West Main Street, Miller Park, and the Metra train station and commuter lots. A new map, Figure 4, Village Center District, has been created. Each district within the Village Center is located within walking distance of each other and is in close proximity to the Metra train station. Recommendations for each of the Village Center districts have been provided. The Tax Increment Financing (TIF) District continues to be located entirely within the new boundary of the Village Center. While the map, Figure 5, TIF District has been updated, the boundaries of the district have not changed.

- **Housing:** In 2011, opportunities for green/sustainable building technology and housing development practices are encouraged. Specific housing density figures (units per acre) were eliminated from the 2011 Comprehensive Plan. Housing density will therefore be determined by zoning regulations, such as minimum lot size, setbacks, building height, and lot coverage.
- **Transportation:** To visualize the recommended major transportation improvements in the Village, Figure 6, Transportation Plan, was revised. Due to the acquisition of the EJ&E railroad by Canadian National (CN), this chapter now addresses rail freight traffic. It is recommended that the CN and Surface Transportation Board address the Village's concerns regarding the CN's local impacts on public safety, traffic congestion, the environment, and the local economy. A Route 14 underpass of the CN is recommended. To properly address the bikeway issues of the community, a Bikeway Addendum and map (see Figure 7, Bikeways Planning Map), has been created. To encourage pedestrian linkages, Figure 8, Master Sidewalk Plan, has also been created.
- **Environmental Design Control:** This chapter, which existed in the 2000 Comprehensive Plan, has been eliminated from the 2011 Plan. However, the recommendations of the 2000 environmental design control chapter have been divided into two new chapters in the 2011 Plan: Environmental Sustainability and Community Design & Character.
- **Environmental Sustainability:** In 2011, sustainable building and development practices, such as those required by LEED certified projects, are encouraged. Improvements to the pedestrian and bikeway network are encouraged. This chapter also addresses the Village's Stormwater Management Regulations. An updated map, Figure 2, Wetlands and Floodplains, is also provided.
- **Community Design & Character:** This new chapter encourages the continuation of the use of the design guidelines and the Historic District, each which were established after the approval of the 2000 Comprehensive Plan, in order to protect the historical and architectural significance of the Village. In addition, this chapter encourages the creation of unique public spaces that help promote social interaction and a sense of community.
- **Neighborhood Developments:** The map, Figure 9, Neighborhood Boundaries, has been revised to reflect the boundary changes of the newly defined Village Center.
- **Special Planning Areas:** In 2000, there were twenty-nine Special Planning Areas (SPAs). Many of those critical sites have since been redeveloped including: Carton Craft (Shops at Flint Creek), Jewel Tea (Citizens Park), Hospice of Northeastern Illinois, Salem United Methodist Church, Memorial Park, and UARCO (Flint Creek Crossing). As such, those SPAs have been eliminated in 2011. Several other SPAs have been removed to eliminate overlapping and conflicting SPA recommendations. A total of nineteen SPAs have been eliminated. An updated map, Figure 10, Special Planning Areas, has been created. The following nine SPAs are established in 2011:
 1. The unincorporated properties fronting on Route 14 that are located north and west of the Foundry Shopping Center.
 2. Former Champion Dodge site
 3. Northwest corner of Russell and Summit Streets
 4. Northeast corner of Dundee Road and Grove Avenue
 5. Makray Memorial Golf Club
 6. Lageschulte Street
 7. The undeveloped portion of the Pepsico site
 8. Southeast corner of Hillside Avenue and Route 14
 9. The TIF District

CHAPTER 1

MISSION STATEMENT

The overall mission of this plan is to establish policies and implement strategies that will fulfill the consensus vision for Barrington. The vision for Barrington is to preserve and promote its unique semi-rural heritage, preserve its distinct ecology and historical character, provide a moral and safe environment, maintain a high quality of life through the efficient use of community resources, and respond to future challenges through citizen participation in all civic, social, and cultural endeavors.

The community is committed to preserving the quality of its neighborhoods, the quality of education, and the diversity of leisure time activities. The community is dedicated to fostering an easily-accessible center of activity for the Barrington area, maintaining a prosperous economic base, protecting its extensive natural resources, and promoting public participation and communication. The Village prides itself on preparing short and long-range plans to manage growth and to promote future development while protecting the Village's historic places and open spaces. Further, the Village should continue to coordinate its planning activities with the Barrington Area Council of Governments (BACOG), Northwest Municipal Conference, and Chicago Metropolitan Agency for Planning with the main objective of seeking consistent, compatible, and sustainable development.

CHAPTER 2

INTRODUCTION

The first Comprehensive Plan for the Village of Barrington was adopted in 1958. Major revisions were made in 1972, 1981, 1990, and 2000. This 2011 update is built upon the structure and format of the 1990 and 2000 plans, while incorporating current data and revised planning principles for selected elements. The desires of its citizens, the current needs of the community and the forces expected to impact the Village and surrounding communities in the future have all been given due consideration in the development of this plan.

Public participation was an important aspect to the update of this Plan. During the summer of 2010, Village residents, property owners, and business owners were invited to attend eight neighborhood meetings regarding the update of the Comprehensive Plan. The meetings gave the public the opportunity to review the recommendations of the existing document, discuss current opportunities and concerns, and make recommendations for future plans in their neighborhoods and throughout the Village. In addition to the neighborhood meetings, the Village Plan Commission held eight public workshops to discuss and review proposed changes to the Comprehensive Plan.

The following planning studies were utilized in preparing this update, and are referenced where appropriate:

- Village of Barrington Water Supply Study, prepared by Burns and McDonnell (2006)
- Village of Barrington Wastewater Treatment Facilities Plan Analysis, prepared by Huff & Huff (May 2007)
- Village of Barrington Stormwater Management Study, prepared by Hey and Associates (April 2010)
- Village of Barrington Community Design for CMAP's Go To 2040 Plan, prepared by Topogaphis in cooperation with the Village of Barrington (2009)
- Barrington Bikeway Study, prepared by TransSystems Corporation (February 1998)
- Village of Barrington Bikeway User Map, prepared by the Village of Barrington (2011)
- Village of Barrington Sidewalk Map, prepared by Village of Barrington (2011)
- Village Center Master Plan prepared by The Lakota Group in cooperation with the Village of Barrington (August 1999)

CURRENT COMMUNITY PROFILE

According to the 2010 U.S. Census, the Village population is 10,327. The U.S. Census American Community Survey (ACS) for 2005-2009 estimates the Village has 3,822 households. These figures are not as high as those listed in the 2000 Comprehensive Plan, which estimated there would be 12,496 persons and over 4,000 households in the Village in 2010. The deceleration of population growth may be attributed to the national recession that began in 2007, which strongly affected the housing market.

According to the 2005-2009 ACS, residential units in Barrington were approximately 81 percent owner-occupied and 19 percent renter-occupied. This is a significant change from 1990, when 72 percent were owner-occupied and 23 percent renter-occupied. The 2005-2009ACS dataset also indicates the Village contains 3,081 single-family detached housing units and 226 single-family attached housing units (81 percent of the total). The balance of the housing stock is comprised of 157 duplexes (4 percent of the total), and 604 multi-family dwellings with three or more units (15 percent of the total).

The Village is home to 689 local, regional, national and international businesses, such as Motorwerks of Barrington, Pepper Construction, , GE Healthcare Financial Systems, and Pespico. According to data collected by the Village through ongoing surveys and the issuance of permits, there is approximately 3,250,675 square feet of commercial space in Barrington. The current vacancy rate for all commercial property in the Village is approximately 14 percent. The current vacancy rate for retail property is approximately 6 percent. The Village data also indicates that there are 5,111 full-time and 3,014 part time employees working in the Village as of March of 2011.

GENERAL OBJECTIVES

These broad, philosophical objectives should be used in evaluating planning proposals and decision-making relative to future land uses:

A. Natural Resources

1. Improve the water quality of aquifers, lakes, rivers, wetlands and streams, and protect them from pollution.
2. Respect, preserve and protect natural topography, soils and vegetation.
3. Maintain capacity of drainage basins, waterways and floodplains.
4. Enhance wildlife habitats and protect them from encroachment by development.
5. Control noxious emissions of air pollutants, odors, sounds, artificial light, etc.
6. Establish greenway corridors along waterways to protect water quality, provide wildlife habitats, preserve floodplains and where feasible, provide recreation.

B. Character

1. The existing character of the Village, which includes diverse and appropriately scaled architecture and historic places, should be reflected in the scale and arrangement of new development.
2. Structures and sites of architectural, historical, or cultural significance should continue to be protected by inclusion in the Historic District.
3. A heterogeneous population should be encouraged by offering a diversity of housing types, prices and living environments.
4. Employment opportunities should be provided to sustain a high degree of citizen self-sufficiency.
5. The Village Center should function as an active, pedestrian-friendly, multi-use center serving as the Village's main retail district and civic activity area.
6. A system of waterways, common open spaces, landscaped pedestrian areas, sidewalks, bikeways and rights-of-way should permeate the entire Village.
7. Mitigation of traffic congestion caused by through traffic and the railroads should be a priority.
8. New residential developments should be linked to the Village Center and other areas of the Village.

C. Services

1. Contemporary procedures of municipal government and management should be employed wherever they can improve the effectiveness of services.
2. Joint uses of public facilities, (e.g. schools and parks), should be planned and programmed wherever possible.
3. Special districts should be established to provide facilities and services which relate to area-wide resources and users.

4. Public sewer and water utilities should be extended to all properties within the Village, as soon as this becomes financially feasible.
5. Movement of persons and goods should be made more efficient by taking full advantage of mass transit, bicycle and pedestrian opportunities and efficient grouping of goods and services providers.
6. The Village should exercise all possible legal control to manage growth, density and the design quality of development on the surrounding unincorporated lands.

D. Infrastructure

1. Growth of the Village in commercial and residential developments should be based on the ability of the Village's infrastructure to service the new developments.
2. New developments and areas of redevelopment should be encouraged to use natural resource-sensitive methods of storm water control to reduce the size and number of storm sewers as well as improve water quality.

E. Public Education, Empowerment and Involvement

1. The Village should increase public education and awareness regarding zoning and development regulations, tree preservation, septic tank maintenance, water conservation, historic preservation and other such issues that are important to residents, through the public participation process.
2. The Village should publicize civic events, including public meetings, through various means, including the village website, community access cable channel, community events sign, radio, print, and other signage.
3. Residents should be kept informed about significant development proposals through the Village newsletter and website, and should be invited to give input during the public hearing process.
4. Partnerships with community groups and residents in projects to improve the community should be encouraged.

Cooperation among all members of the community and, in particular, among the civic officials, is vital to the successful use of a comprehensive plan. It is strongly recommended that similar encouragement of cooperative efforts be promoted in all of the jurisdictions surrounding the Village of Barrington, and that their objectives be coordinated with those of the Village of Barrington as set forth in this Chapter.

CHAPTER 3

MUNICIPAL BOUNDARIES

Located at the hub of the Barrington area, the Village of Barrington is unique because it is nearly landlocked and fully developed. Most opportunities for growth are from potential annexations of residentially zoned unincorporated lands and from redevelopments of properties within the Village. The Village is approximately 3,080 acres in size. There are approximately 1,000 acres of land outside of the Village where future growth could occur.

Both the existing and ultimate corporate limits of the Village of Barrington are depicted in Figure 1, Municipal Boundaries. The ultimate Village boundary includes areas outside of the Village that may be annexed by the Village because they are unincorporated and not subject to a boundary agreement. Where the public health safety or general welfare is at risk, the Village of Barrington should seek to annex any unincorporated territory within its ultimate corporate limits. The Village should impose its subdivision regulations on the unincorporated territory within its jurisdictional area as provided by state law. The following are the annexation policies of the Village of Barrington:

PROPERTIES SUBDIVIDED AND IMPROVED

The prospect of annexing an existing residential subdivision without a prior special agreement in place raises financial and physical planning concerns that do not exist with annexation of undeveloped land. Therefore, the following policies have been adopted with regard to annexation of developed areas:

1. The Village of Barrington should actively pursue the annexation of any contiguous subdivision, or portion thereof, where there exists an obvious threat to the health, safety or general welfare of the residents of the Village or surrounding area (e.g., failure of individual septic systems).
2. The Village of Barrington should consider annexation requests from residents or property owners if the following two conditions are met:
 - a. The proposed annexation should be consistent with the overall land use for the property.
 - b. Unincorporated residents or property owners who wish to annex should be required to connect to and extend Village utilities. The extension of utilities should ultimately pay for itself via a mechanism such as tax revenues or a special service area.

UNIMPROVED PROPERTIES TO BE DEVELOPED

Property owners and developers should take note that the Village is under no legal obligation to annex any property. Development in the Village of Barrington is to be considered a privilege, not an inherent right. With regard to annexation of undeveloped properties, the following policies have been adopted:

1. The Village should consider annexation requests through a specific planned development and annexation agreement.
2. Developer payments to the School District, Park District, Library District and the Village should be made or arranged for in an annexation agreement and in accordance with the Village's impact fees. The purpose of these payments is to cover public service costs between the time of occupancy and the receipt of real estate taxes by the respective taxing bodies and to cover the one-time capital expenditures.
3. The Subdivision Regulations of the Village of Barrington, as originally adopted by Ordinance No. 1341 on December 9, 1974, and thereafter amended from time to time, have been incorporated in the Official Comprehensive Plan. Therefore, all annexations should meet the requirements listed in the Village's Subdivision Regulations.

4. The Village should negotiate public improvements including, but not limited to, streets, neighborhood connectivity, pedestrian ways, bikeways, sewer service and water service.
5. Residential density for new subdivisions should be based, among other parameters, upon an average net lot size per dwelling unit of 25,000 square feet or larger and a minimum lot size of 20,000 square feet, where the subdivision will be served by the Village's public water supply system and the Village's sanitary sewer service.
6. Properties divided into lots which are less than 43,560 net square feet should be serviced with Village water and sewer.
7. In order to promote effective stormwater management, the Village of Barrington has adopted the Lake County Watershed Development Ordinance on April 24, 2006 through Ordinance No. 06-3303. Ordinance No. 06-3303 and its subsequent amendments establish "Stormwater Management Regulations" as Chapter 9 of Title 10 of the Village of Barrington Village Code. Development proposals for new annexations should meet the Stormwater Management Regulations of the Village Code. Moreover, all other federal, state, county, and local regulations related to stormwater management should be met.
8. Floodplain and hydric soil areas should be left undeveloped to promote better stormwater management and ground water infiltration.

CHAPTER 4

INTERAGENCY COOPERATION

The Village of Barrington is a member of the Barrington Area Council of Governments (BACOG) and should pursue efficiencies that can be gained through mutual cooperation and/or shared services with other BACOG members, where feasible. The Village should also pursue cooperation with other agencies, such as The State of Illinois, Cook and Lake Counties, other municipalities, the Northwest Municipal Conference (NWMC) and others, to maximize efficient delivery of services.

Decisions regarding interagency cooperation in the provision of municipal services should be based on the following objectives:

1. Efficient and high level public facilities and services should be provided.
2. Efficient maintenance of public facilities and services should be undertaken.
3. The level of cooperation and communication among BACOG and non-BACOG jurisdictions should be increased.
4. Duplication of facilities, services and expenditures among BACOG jurisdictions should be minimized.
5. Service provision should be periodically reevaluated and modified as necessary to meet changing community needs.
6. Costs for new services and facilities should be allocated fairly among BACOG jurisdictions, and between the public and private sectors.

MUNICIPAL SERVICES

The Village of Barrington should continue to evaluate its capacity for supplying area-wide services. Should the sharing of municipal services be deemed necessary or desirable, such service arrangements should be based on a fully allocated cost structure (including capital costs on a current replacement basis) and cause no adverse impact on service level to the residents of the Village of Barrington. The Village of Barrington should consider shared services, to the extent that they are not disadvantageous to the Village.

Partnerships with regional and statewide agencies are critical to effective administration, planning, and emergency response. The Village of Barrington should continue its partnerships with regional agencies, such as the Illinois Department of Transportation (IDOT), BACOG, the Northwest Municipal Conference (NWMC), and the Chicago Metropolitan Agency for Planning (CMAP) to address issues of regional concern, especially those related to transportation, stormwater, and the environment. Moreover, the Village should continue to seek out and utilize arrangements of intergovernmental cooperation to provide for assistance in the event of emergencies, especially with the Illinois Emergency Management Agency (IEMA), the Illinois Law Enforcement Alarm System (ILEAS), the Illinois Mutual Aid Box Alarm System (MABAS), and the Illinois Public Works Mutual Aid Network (IPWMAN).

Principal areas of municipal services, which may require ongoing study, are general administration, GIS, water and wastewater service, recreation and public safety.

General Administration

The Village of Barrington has the largest professional staff in the BACOG area and has the resources to provide a self-sufficient administrative organization. To the extent possible, Village staff should assist the various committees of BACOG in research activities leading to proposed courses of action.

Workshops covering municipal administration for representatives from all BACOG units of government could be an effective means of improving the capability of BACOG governments while achieving a degree of uniformity throughout the area.

Joint purchasing and sharing of resources may be highly advantageous to all units of government in the Barrington area. For example, the collective purchase of expensive and sophisticated equipment such as police cars, fire engines, ambulances, trucks, electronic equipment, arms, etc., should be continued and encouraged to reduce the cost to all participants whenever possible. The Village should continue to seek joint purchase opportunities through the NWMC's Suburban Purchasing Cooperative and similar agencies.

The Village should continue to work with BACOG on impact fee policies. On September 13, 2004, the Village adopted Ordinance No. 04-3180, which requires the dedication of required land or cash contributions as a condition of approval for a final plat of subdivision or final plat of planned development. This ordinance, which is based upon certain recommendations from BACOG regarding the administration of the impact fee program, should be maintained and adjusted as needed.

Geographic Information Systems (GIS)

In 2000, the Barrington Area Geographic Information System (BAGIS) was established by the Village and has been administered by BACOG since 2001. The BAGIS program effectively facilitates data access and improves intergovernmental coordination among BACOG communities on cooperative issues. BAGIS provides basic mapping and data support using local GIS resources, provides training and support for local staff in GIS software and technology, and has assisted the Village in implementing digital data standards. In 2007, the BACOG GIS Direct Services Consortium was developed. Through the Consortium, the Village is able to purchase valuable GIS services from BACOG at a cost-effective rate. Continued participation with BAGIS and the Consortium is recommended.

Water and Waste Water Service

The operation of an area-wide sewage disposal system is not based upon political boundaries, but rather upon the configuration of natural drainage basins (see [Figure 2, Wetlands & Flood Plain Map](#)). The "Flint Creek" basin is very similar in size and shape to the recommended configuration of the Village of Barrington itself. Though the present site of the sewage treatment plant could accommodate additional capacity, it is unlikely that the expense related to the pumping stations and interceptor sewers would justify extending the system beyond the limits of the Flint Creek basin.

The Village water supply is provided by two (2) "well clusters", each containing two (2) wells, for a total of four (4) shallow wells. The total capacity of this well cluster system is 4,400 gallons per minute (gpm). In addition, the Village has ground storage for 1.5 million gallons and elevated storage for an additional 1.5 million gallons. An iron filtration plant was constructed in 2000 to aid water quality. The 2006 Water Supply Study, conducted by Burns and McDonnell, recommends the Village consider an additional well cluster. This would provide for additional redundancy to the system, particularly as it relates to peak daily demand. As part of this study, the opportunity to extract water from Lake Michigan for use as the Village water supply was explored. The use of water from Lake Michigan was determined to be not feasible or cost effective for the Village; therefore, the Village should continue to pursue the installation of an additional well cluster.

It is the policy of the Village not to extend water and sewer beyond its corporate limits, unless there exists a special purpose, district or another municipality with which to enter into contracts specifying terms of payment as well as land use restrictions. Currently, the Village provides multiple subdivisions outside of its corporate limits with water and sewer service including Paganica and Abbey Woods in Barrington

Hills and Braymore, Sanctuary, Glencrest, Estates at Inverness Ridge, and Weatherstone in Inverness. The Village also provides the Barrington Hills Country Club with sewer service.

A Wastewater Treatment Facilities Plan Analysis was prepared by Huff & Huff Inc. in May of 2007. The study indicated that the hydraulic capacity of the present facilities is adequate for the average flow from both the present population and the growth projected by this comprehensive plan. No increase in capacity is contemplated at this time.

The Village currently participates in BACOG's water study by supplying data, input and resources as needed to complete the study. The Village also participates in several regional groups, providing input on water conservation and sustainable water supply for northeastern Illinois. Such regional partnerships should be continued to ensure adequate Village water resources for generations to follow.

Recycling and Refuse Collection

The Village is a member of the Solid Waste Agency of Northern Cook County (SWANCC). Refuse and recycling collections should continue to be provided through an independent agreement between the Village and a private waste hauler. Area-wide planning should continue with regard to recycling; the location, operation and ultimate capacity of waste disposal sites; and cooperative efforts for waste conversion to alternate uses. Recycling efforts should include electronics, metals, plastics, paper, and other materials. Organic composting, the use of native vegetation, and other efforts to reduce the amount of food and yard waste should be encouraged. Additionally, a collection contract to serve all SWANCC communities should be explored.

Recreation

Local park and recreation services are provided within the Village by the Barrington Park District, a separate taxing entity. The Barrington Park District has developed a park system within the Village that provides for both passive and active park land. In recent years, the Barrington Park District has developed the multi-award winning Citizens Park and has made several enhancements to the existing Langendorf and Beese Parks. Partnership with this entity is desirous for maintaining high-quality recreational services that meet the needs of Village residents.

Cooperation among neighboring communities will be especially crucial to implementing bikeway routes and greenway corridors. The Village bikeways plan, (see Addendum, Bikeways and Figure 7, Bikeways Planning Map) recommends connectivity within the Village and to neighboring communities and jurisdictions, including the Cook County Forest Preserve District and the Lake County Forest Preserves. Moreover, the Village should continue to work with the NWMC on bicycle planning to ensure consistent planning and connectivity throughout the region.

Fire Protection

In the foreseeable future, it is anticipated that the Village of Barrington will continue to provide fire, emergency medical, and specialized rescue services to the Barrington Countryside Fire Protection District. As a member of BACOG, the Village should encourage an expanded use of neighboring fire departments in the form of automatic aid as a means of containing rising costs and improving services to the entire Barrington area.

Police Services

In 2009, the Village of Inverness formed its own Police Department, terminating its contract with the Village of Barrington. Since then, the feasibility of shared police services with adjacent municipalities has decreased significantly. However, the Village of Barrington continues to have the capacity to provide a regular Police patrol service under contract to other villages.

Shared Services among Public Safety, Emergency Management and Public Works

Shared services on an individual municipal basis can be continued and/or expanded if economically feasible for the following services:

Communications and Dispatching

As a means of meeting the high level of service demands and mandates of law, the Village of Barrington participates in a central dispatch for both police and fire service. As communications technology has advanced, the Village has taken advantage of the shared costs associated with a central dispatch center to provide for state-of-the art equipment, modern facilities and optimum staffing levels.

Training

Interagency training between Village of Barrington Police, Fire, Public Works, and Emergency Management departments as well as outside agencies should be encouraged in order to maintain the highest standards of public service, utilizing state-of-the-art techniques and area resources to meet those unusual service needs.

Facilities

The facilities of the Barrington Public Safety Building might be utilized by other Villages for the temporary detention of such persons who cannot be taken directly to county detention facilities.

CHAPTER 5

LAND USE

The Village of Barrington encompasses approximately 3,080 acres in 2011. The largest single land use type is single-family residential, which accounts for over half of the total land area. This chapter addresses projected land use within the ultimate limits of Barrington, considers changing market forces, evaluates the area's natural resources, considers preservation of historic places and the suitability of land for development, and identifies land to be withheld from development as public or private open spaces for conservation and recreation.

LAND USE PLAN

Expansion of the Village as described in Chapter 3: Municipal Boundaries, coupled with use of developable sites as proposed in the Chapter 12: Special Planning Areas, would result in the distribution of land uses as depicted in Figure 3, Land Use Plan. The plan for future land use is based on two principles. First, the pattern of existing land use should serve as the basis for future land use in developed portions of the Village. Second, specific direction regarding discrete land use issues should be taken from recent planning studies. However, it is also important to note that the recommended distribution of land uses in Figure 3, Land Use Plan is based upon the long range development goals of the Village. Such recommendations are subject to change based upon current market forces. The following are the land uses identified in Figure 3, Land Use Plan:

Single-Family Residential:

This land use makes up the largest portion of the Village of Barrington, and has the least potential for new development due to the few remaining undeveloped residential properties. It is imperative that development and/or redevelopment of single-family residential uses be compatible in scale and appearance with existing homes. New residences and renovations should also respect the surrounding character, architecture, size, historic nature and natural resources. Single-family development should be consistent with the provision identified in Chapter 3: Municipal Boundaries, relative to lot size.

Multi-Family Residential:

This land use is scattered throughout the Village and makes up a minor portion of the Village. Although the Village recognizes a need for this land use, it is recommended that future multi-family development be concentrated in the Village Center.

Commercial (Retail / Office):

This land use encompasses the largest portion of commercial land uses within the Village of Barrington. The heaviest concentration of commercial land use is focused along Route 14 and in the South Barrington Road Corridor. Appropriate uses for commercial land use are convenience goods and services as well as highway-oriented uses. This land use provides the opportunity to diversify and strengthen the economic base of the Village as well as provide additional employment and shopping opportunities.

Mixed-Use (Retail / Office / Residential):

The heaviest concentration of mixed-use properties are focused in the Village Center. This land use provides the opportunity to diversify and strengthen the economic base of the Village. The recommendations listed in Chapter 6: Village Center have been developed to provide for and encourage redevelopment opportunities within the Village Center, which in turn will provide additional employment and shopping opportunities. Development and/or redevelopment within

this land use should take into consideration the Village residents' and surrounding residents' shopping, dining, and professional office needs. Preservation of the existing historic structures, if feasible, should also be taken into consideration when developing or redeveloping within this land use.

Consideration should be given to establishing a new mixed-use zoning district for properties within the periphery of the Village Center. This district would serve as a buffer to the single-family residential districts and could have less restrictive first floor retail regulations. For example, this district could allow residential and offices uses on the first floor.

The rezoning of the residential properties on the north side of Main Street, from 412 to 510 West Main Street should be encouraged to allow mixed uses, including low-impact commercial and residential.

Office / Research:

This land use includes areas for large office and research complexes or locations for corporate headquarters in a campus-like setting. These areas may not have a high volume of customer traffic, but may be labor-intensive and employ a large number of people. Therefore, particular attention must be paid to potential traffic concerns.

Existing natural features, such as wetlands, creeks, open space and ponds can be used as amenities for these large developments, provided care is taken to preserve and protect these features.

Industrial:

Similar to the office/research designation, the industrial land use includes areas for large office and research complexes or locations for corporate headquarters, but also offers opportunity for light industry, assembly and manufacturing. These areas may not have a high volume of customer traffic, but may be labor-intensive and employ a large number of people. Therefore, particular attention must be paid to potential traffic concerns.

Existing natural features, such as wetlands, creeks, open space and ponds can be used as amenities for these large developments, provided care is taken to preserve and protect these features.

The Village has a very limited amount of light industrial, assembly, and manufacturing uses. To accommodate changing market forces, some industrial properties may be suitable for redevelopment into commercial uses.

Artisan:

The artisan land use classification should encourage an environment where low-impact, small scale artisan operations may manufacture products and also offer the products for retail sale. This land use is also compatible with certain retail, office, and service uses. Most opportunities are likely to occur through the reuse of existing structures, especially older office and light manufacturing facilities. Redevelopment opportunities for artisan uses are also viable, but may be more difficult based upon small lot sizes.

Public/Institutional:

This land use encompasses public buildings, such as government offices, post offices, schools, libraries, and quasi-public uses such as churches. The Village of Barrington encourages government offices to remain in or near the Village Center. Since these uses promote a high

volume of traffic, pedestrian as well as vehicular, particular attention should be paid to the development of adequate parking facilities and pedestrian and bike connections.

Open Space:

This land use includes both publicly and privately owned properties. Open space areas should be maintained and expanded to enhance the character of the community. Open space should be integrated with existing and proposed land uses.

Growth can be controlled by restricting maximum percentages of impervious surface allowed for new development, limiting development in areas which experience stormwater drainage problems, and encouraging developers to preserve open space, natural areas and trees.

Dedications to tax-exempt, not-for-profit, or municipal entities should be encouraged as part of the development process, in order to expand passive and/or active recreational opportunities. Areas of land designated as flood plain or wetlands should be protected from development. Bike and pedestrian ways should be encouraged throughout this land use.

The following policies should be encouraged or required when associated with the development or redevelopment of property within or surrounding the Village of Barrington:

1. Maintain a balance of land uses.
2. Provide adequate screening and buffering between commercial/industrial uses and residential uses.
3. Provide aesthetically pleasing and contextual new development.
4. Support consistent enforcement of zoning and property maintenance regulations.
5. Collect impact fees.
6. Take into account current market projections.
7. Provide alternate modes of transportation, such as walking, biking, and train or bus travel.

The following policies should be encouraged or required when associated with the development or redevelopment of property within the Village Center:

1. Provide convenience retail, service, and dining uses near the Metra train station
2. Consider multifamily development, such as condominiums.
3. Consider medium density residential development, such as low-rise townhomes and row homes.
4. Require planned development approval for demolition of privately-owned buildings within the Tax Increment Financing District.

ECOLOGY AND LAND SUITABILITY

Ecology refers to the total pattern of relationships between organisms and their environment. Maintaining a healthy and biological diverse ecosystem is critical to the Village's vitality. In addition to being a part of the Village's natural heritage, healthy ecosystems provide benefits by absorbing and filtering stormwater, filtering air pollutants, storing carbon, and providing aesthetic and recreational value. In pursuit of a high quality environment for the Barrington area, it is essential that sustainable development practices and citizen involvement in conservation be encouraged.

In order to protect the ecology of the Village, serious constraints on land use must be initiated along Flint Creek near the western Village limits, in the vicinity of Cuba Marsh north and east of

the Village, in the vicinity of Baker's Lake, and in other scattered smaller areas of low elevation. Some examples of recent conservation efforts include the creation of the conservation easement in the Flint Creek Corporate View planned development at 700 West Main Street and the conveyance of portions of the Cuba Marsh from the Barrington Park District to the Lake County Forest Preserve District.

The following objectives regarding ecological issues should be adopted by the Village of Barrington and utilized in association with the development or redevelopment of land within or surrounding the Village of Barrington:

1. Evaluate policies of the Village Stormwater Management Study produced by Hey and Associates on April 28, 2010.
2. Review stormwater standards for new developments to determine if there are areas where limitations need to be imposed.
3. Encourage new development to limit impervious surfaces when feasible, especially in areas which already experience drainage problems.

OPEN SPACE SYSTEM

Open space is a cherished characteristic of the Barrington area. As a matter of principle, open spaces should form an inter-connected natural system woven throughout the Village and adjacent areas (see Figure 2, Wetlands and Floodplains Map), with highest priorities being placed on resource features rather than merely on recreational potentials. For that reason, wetlands, watercourses, wooded areas and wildlife habitats should be given primary consideration. For planning purposes, the potential open space system of the entire Barrington area should be divided into primary, secondary and tertiary environmental corridors. The primary environmental corridor would be that which is related to the Fox River, such as Spring Creek and Flint Creek. Subsequent corridors would generally follow the smaller tributaries of such creeks.

In keeping with this approach, preservation is recommended for the major open spaces listed, as follows, in order of priority:

1. *Baker's Lake* is a critical natural resource. This lake is home to many indigenous plant and animal species. In particular, it is the home of the great blue heron. A primary objective for this lake is to complete a link in the open space system around the eastern and southern boundaries of the Village.
2. *Cuba Marsh* is also extremely important to the Village of Barrington and to the Barrington area as a whole. It is located along Cuba Road northeast of the Village, partly in unincorporated Lake County and partly in the Village of Deer Park. It is the most important ecological micro-system within the influence of the Village, north of the county line. Cuba Marsh, together with Baker's Lake, Makray Memorial Golf Club and Deer Park Forest Preserve, form a complete environmental corridor around the eastern half of the Village.
3. The *Flint Creek Corridor* provides similar, though less extensive opportunities to create an open space around the western side of the Village. Nevertheless, a coordinated effort initiated by the Village in cooperation with the Village of Barrington Hills, the Village of Lake Barrington, and the Barrington Area Council of Governments can achieve major benefits. Steps should be taken to protect the watercourse and its shorelines as it passes along the western Village boundaries from Hawthorne Lake.
4. *Makray Memorial Golf Club*, although owned privately, provides a link to the environmental corridor surrounding the eastern half of the Village. This area should

be maintained as open space and should be protected from potential redevelopment beyond existing recreational purposes.

5. Wetlands as defined by Figure 2, Wetlands and Floodplains Map but not falling within the previous corridors are also worthy of preservation. These wetlands can be preserved in much the same way as the small lake and park area currently located in Fairhaven Estates, or as part of a public open space acquisition program.
6. Consideration should be given to preserving the countryside and open space characteristics of the Village when approached from the north and south on Route 59 and Barrington Road, as well as from the east and west along Main Street (Lake-Cook Road).

TELECOMMUNICATION TOWER SITING

While telecommunication towers do not constitute their own land use, the siting of these structures should be consistent in that they should not have a detrimental effect on the community, particularly residential neighborhoods. The Village has developed a Telecommunications Antenna Siting Policy to in order to identify potential sites that may be appropriate for locating telecommunication towers. This policy should be maintained and updated, as needed.

CHAPTER 6

VILLAGE CENTER

The Village Center is a mixed-use area containing a range of retail, service, office, artisan, institutional and residential uses, as shown in [Figure 4, Village Center District Map](#). The Village Center is bounded by U.S. Route 14 (Northwest Highway) on the east, Lions Drive on the north, the CN/EJ&E Railroad on the west, and Russell Street on the south. Two state roadways, Lake-Cook Road (Main Street) and IL Route 59 (Hough Street) run through the Village Center, as does the Union Pacific Railroad.

The Village Center contains a variety of retail and service functions, including specialty apparel, accessory and gift shops, a major food store (Jewel), and a multitude of jewelry, home furnishings stores, and restaurants. Two automobile dealerships operate in the Village Center and serve as destinations for shoppers. The Village Center's position is enhanced by the professional services that support the independent restaurants and retailers in the core. The retail core runs north and south along Hough Street as well as east and west along Main Street, with a strong center of retail activity in the South Cook Street area.

The Village Center is served by Metra's Union Pacific Northwest Line. This commuter rail service, coupled with the proximity of Northwest Highway, has encouraged businesses to locate in the Village Center, including a number of banks and professional service firms.

The Village Center is well positioned in the heart of the community and includes a number of activity generators that serve as community anchors. Activity generators are places that generate daily pedestrian activity and traffic, resulting in a source of customers for the downtown businesses. These generators include the Metra commuter rail station, a number of public and parochial schools, the Catlow Theater, local government offices, the Barrington Area Historical Society, and the Ice House Mall retail center.

Large-scale retail centers with national tenants are developing in a pattern that effectively surrounds Barrington, in communities where large sites have become available and automobile access is more convenient. In addition to Woodfield and Spring Hill, which are older super-regional malls, new lifestyle centers have recently been developed in Deer Park, Algonquin and South Barrington. These new centers are attracting many of the national retailers in this market and will continue to cater to residents of the Barrington area.

Future development in the Village Center should be focused on sites that strengthen the retail core. Enhanced marketing efforts as well as better signage and improved pedestrian connections are encouraged to ensure the success of new establishments. The Village Center has a number of key redevelopment sites that will provide opportunities for mixed-use developments that can enhance the viability of the area. These sites are situated in the core and will become anchors to help strengthen the area for retail, dining and entertainment venues.

The Village Center is a valuable asset for the Village and its surrounding communities. Future efforts should focus on strengthening the retail core of the Village Center with mixed-use opportunities, while encouraging professional services on the edges. The various downtown destinations must be linked with attractive pedestrian connections and signage that encourage residents and visitors to visit, shop, dine and enjoy Barrington's unique downtown.

Village Center Recommendations

In 2009, the Village partnered with Chicago Metropolitan Agency on Planning (CMAP) on a 2040 vision for the Village Center. The planning firm, Topografis, assisted in the development of Barrington's Community Design for CMAP's Go To 2040 Plan. This process involved members of the Plan Commission, Zoning Board of Appeals, Architectural Review Commission, Village Board and staff. Topografis examined the functionality of the Village Center in relationship to the Metra train station and identified six (6) very distinct subdistricts of the Village Center, which are split by major transportation corridors: Lake-Cook Road, Hough Street and the Union Pacific Northwest Rail line. Previously, the Village Center Master Plan identified only four (4) quadrants divided only by the two roadways.

Based upon the 2040 vision plan, current zoning, and future land uses, staff now recommends that the Village Center be divided into eleven (11) subareas (see Figure 4, Village Center District Map), all of which are located within walking distance of each other and are in close proximity to the Metra train station. The subareas include: Main Street District, Civic District, South Cook Street District, Train Station District, North Downtown District, West Liberty Street District, Mixed Business Residential District, James Street District, Miller Park District, Flint Creek Commercial District and Lageschulte Street District. With the addition of Lageschulte Street, James Street, Flint Creek Commercial District and the Miller Park District into the Village Center, the boundaries of the Village Center have expanded since the adoption of the 2000 Comprehensive Plan. The Tax Increment Financing (TIF) District (see Figure 5, TIF District) continues to be located entirely within the new boundary of the Village Center. A portion of the Historic Preservation Overlay Zoning District is also located in the Village Center.

General Recommendations

- Incorporate the multiple business district concept as proposed in the 2040 Plan into the new Village Center plan.
- Implement the Village Center Streetscape Plan improvements as new areas are redeveloped.
- Encourage pedestrian connectivity between districts and explore safe options.
- Encourage internal traffic connections within commercial districts.
- Implement the wayfinding signage program to include kiosk directories, parking and directional signs, and district signs, to promote efficient connectivity and identity.
- Redevelopment plans in the Village Center should include unique public spaces that promote social interaction and a sense of community.
- Through an amendment to the Zoning Ordinance, change the name of the B-4 Village Center Zoning District to B-4 Downtown Business Zoning District.
- Building heights in the Village Center should be consistent with zoning and complimentary in scale and design to surrounding structures and uses.

Main Street District:

- Implement a redevelopment plan for the southwest corner of Hough and Main Streets into a mixed-use development.
- Encourage the restoration and reuse of the Robertson House, 145 West Main Street, as a quasi-public/cultural center.
- Consider a pedestrian connection from the West Liberty Street District to the Ice House Mall, when the West Liberty Street area develops.
- Do not rule out, when appropriate, a southward extension of Applebee Street from Main Street to Station Street, with vehicular impacts on residential neighborhoods mitigated.

South Cook Street District:

- Encourage pedestrian connectivity from the south commuter parking lot and the train station to the South Cook Street District.
- Continue to consider options for shared parking arrangements within this district, including but not limited to constructing parking structures, where feasible.

Train Station District:

- Consider the redevelopment scenarios proposed in Barrington's Community Design for CMAP's Go To 2040 Plan as the area develops.
- Implement a traffic plan to connect the commuter lot to Route 14 at a signalized intersection.
- Provide opportunity for increasing parking with the implementation of parking structures, where feasible.

North Downtown District:

- Consider the feasibility of opening up Railroad Street for connectivity purposes if the surrounding area redevelops to connect to Hough Street.
- Encourage the redevelopment of the northeast corner of Cook, Main and Chestnut Streets with a mixed-use development.
- Continue to explore shared parking concepts as new development occurs in this area.

West Liberty Street District:

- Promote office/retail/residential mixed-use developments within the district.
- Develop an internal connectivity plan as the district develops.
- As redevelopment occurs along Liberty Street, pursue safe connectivity passages across Hough Street with the objective of, at minimum, securing a pedestrian crosswalk.
- Explore water features to support stormwater management as redevelopment occurs.
- Encourage road improvements to West Liberty Street and new infrastructure improvements with sensitivity to traffic impacts to the surrounding neighborhood.
- Consider a pedestrian connection from the West Liberty Street District to Langendorf Park, when the area develops.

Mixed Business/Residential District:

- Extend Applebee Street west to Grant Street to link the three (3) blocks and open access to the properties west of the Ice House Mall.
- Encourage the restoration and reuse of B-R buildings for office/retail/residential.
- The rezoning of the residential properties on the north side of Main Street from 412 to 510 West Main Street should be encouraged to allow mixed uses, including low-impact commercial and residential.
- If the present industrial uses along South Hager Street are discontinued, artisan uses should be encouraged.
- Consider an enhancement to the commercial property on Main Street, east of the CN/EJ&E tracks, to include the potential for low-impact commercial development.
- Encourage streetscape improvements along Grant and Harrison Streets if the area is commercially developed.

- Extend Village Center Streetscape Plan improvements westward along Main Street to Barrington High School as the area develops commercially.

Lageschulte Street District:

- Recognize the Lageschulte Street District as part of the Village Center.
- Develop an internal connectivity plan as the district develops west of the CN/EJ&E tracks with, at minimum, a grade-separated pedestrian crossing.
- Add streetscape improvements that are consistent with the Village Center Streetscape Plan.

James Street District:

- Recognize the James Street District as part of the Village Center.
- Add streetscape improvements along James Street that are consistent with the Village Center Streetscape Plan as the area redevelops.
- Promote retail and artesian developments within the district, with sensitivity to the impacts on the surrounding neighborhood.

Flint Creek Commercial District

- Encourage pedestrian and vehicular connectivity across the creek as redevelopment occurs.

Civic District:

- Preserve the district as an activity generator for the downtown, as it includes the Village Hall, Hough Street School and Memorial Park

Miller Park District:

- Preserve this district as a park and open space for stormwater management purposes.

Transportation Corridors:

- Maintain the width of Hough and Main Streets through the Village Center.
- Maintain parking restrictions on Main Street during peak hours.
- Encourage a grade separation at the CN/EJ&E and UP tracks, which would include grade separation at Hough Street and Main Street, in addition to the Route 14 grade separation.

Tax Increment Financing Redevelopment Project

On February 28, 2000, the Village of Barrington adopted ordinances to designate an area within the Village Center as a Tax Increment Financing (TIF) Redevelopment Project Area. The TIF Project and Plan were prepared and adopted in accordance with the provisions of the Illinois Compiled Statutes, Chapter 65, Act 4, Section 11-74.4-1, et. seq. as amended. The Project Area commenced in February 2000 and will end in February 2023.

The Tax Increment Financing Redevelopment Project and Plan is intended to guide improvement and activities within the designated project area in order to stimulate private investment. The goal of the Village, through the implementation of this redevelopment plan, is that the entire project area be revitalized on a comprehensive and planned basis, in order to ensure that private investment in rehabilitation and new development occurs in the following manner:

- On a coordinated rather than piecemeal basis, to ensure that the land use, access and circulation, parking, public services and urban design systems are functionally integrated and meet present-day principals and standards; and
- On a reasonable, comprehensive and integrated basis, to ensure that conservation area factors and the presence of blight are prevented or eliminated; and
- Within a reasonable and defined time period, so that the area may contribute productively to the economic vitality of the Village.

The CN/EJ&E Railroad bounds the Redevelopment Project Area on the west; Station Street, Lake Street and Main Street on the south; Northwest Highway, Cook Street and North Avenue on the east; and Main Street, Franklin Street, Washington Street, Liberty Street and the CN/EJ&E Railroad on the north (see Figure 5, TIF District).

CHAPTER 7

HOUSING

The continuation of Barrington's role as a predominantly residential village with a traditional downtown is important to the character of the community. The age characteristics and cost of housing are more diverse in Barrington than in adjacent suburbs. Since 1990, the statistical profile of Barrington households is typified by the following: an increase in the average number of persons per household, a decreasing percentage of rental units, and increasing housing costs.

Statistical Profile

Data Set and Year	Average Household Size	Number of Rental Units	Rental Units as a Percentage of All Occupied Units	Median Value of Owner-Occupied Units	Median Monthly Rent
2005-2009 ACS*	2.76	719	18.8%	\$493,400	\$1,238
2000 Census	2.70	815	21.6 %	\$329,900	\$931
1990 Census	2.68	840	24.0%	\$218,100	\$635

*American Community Survey 5 year estimates are produced by the U.S. Census

The Village has identified nine (9) specific housing objectives:

1. The Village should evaluate opportunities for utilizing sustainable building and development practices for new and existing housing. Green building technologies, such as those required by LEED certified projects, should be encouraged and applied when possible. Local zoning, building, and engineering standards should be audited regularly to ensure appropriate sustainable development techniques.
2. Larger residential lots should be encouraged in areas that are not currently served by Village water and sewer.
3. New multi-family residential areas should be developed within low-scale buildings (preferably townhouses or row homes), at medium densities with common open space, regardless of the overall size of the development.
4. Housing opportunities above retail uses in the Village Center are also viable options, as demonstrated by Cook Street Plaza, which was constructed in 2006.
5. Neighborhoods should be enhanced and protected from the encroachment of incompatible non-residential activities with appropriate buffers, so as to achieve maximum balance derived from the existing range of living environments and housing types.
6. The residential boundaries within the Historic Preservation Overlay District should be preserved to protect the character of the District.
7. Continuance of the Village-wide maintenance program should be encouraged in order to ensure compliance with the Village maintenance codes in residential districts.
8. Actions should be taken to assess the demand for special housing types that are responsive to the needs of all groups of citizens, particularly young adults, families of moderate income, empty nesters, and the elderly. Special programs exist for low and moderate income people who are hindered by circumstances beyond their own control, (e.g., catastrophic illness, death, and divorce), especially those who are indigenous to the Barrington area. Continued cooperation with the Lake County Housing Authority and additional efforts with other non-profit sponsors is encouraged, so as to provide some scattered-site, unobtrusive housing for these persons.

CHAPTER 8

TRANSPORTATION

The Village's transportation system includes a surface road network, commuter rail, freight rail, and a network of bikeways and sidewalks. Three major highways, which carry significant local and through traffic, run through the heart of the Village, including Hough Street (Route 59), Main Street (Lake-Cook Road); and Northwest Highway (Route 14). While the Barrington Metra station provides a critical transportation option for commuters, it also brings significant traffic to the Village Center during morning and evening rush hours. The recent acquisition of the Elgin, Joliet & Eastern Railway by Canadian National presents new transportation obstacles for the Village. As traffic congestion and energy costs increase, alternate transportation options will become increasingly important in the Village.

A variety of regional entities have significant control over transportation activities in Barrington, such as IDOT, Metra, Union Pacific, Canadian National, Lake County, and Cook County. The Village also works with many other planning agencies such as BACOG, the Northwest Municipal Conference, and the Chicago Area Metropolitan Planning Agency to address regional transportation issues. Increased interagency cooperation will be key to successful transportation planning in Barrington.

The following objectives and specific policies regarding mass transit, freight, vehicular traffic, signalization, the local street system, bikeways, pedestrian enhancements, and Village Center needs are established to guide future actions:

1. New developments with a high concentration of residents and/or employees should be located near existing mass transit facilities or should provide access to mass transit facilities.
2. The Village should continue to work with the railroads to provide grade separated crossings for vehicles, pedestrians, and bicyclists, where appropriate.
3. The Village should establish and maintain quiet zones along the railroads. To further reduce the sound impact of the railroads, the Village should explore sound buffers between residential neighborhoods and railroad tracks.
4. Hough Street and Main Street should not be widened.
5. The Village should improve traffic safety and traffic flow wherever possible.
6. Traffic should be kept at the posted speed limit through residential neighborhoods by continued traffic law enforcement in problem areas.
7. The Village should continue to maintain and improve streets in a timely and efficient manner.
8. All new developments should be served by publicly dedicated roadways.
9. A village-wide bikeway system should be enhanced to connect key Village destinations and provide links to regional bikeways. New developments should be encouraged to install new bicycle facilities and to connect to the existing bikeway network.
10. A continuous network of sidewalks throughout the Village, connecting commercial areas, residential neighborhoods, and schools, parks and other institutional uses, should be developed to increase pedestrian movement. New developments should be encouraged to install new sidewalks and to connect to the existing sidewalk network.
11. Pedestrian right-of-way crossings should be clearly indicated and strictly enforced at intersections throughout the village, especially at school crossings and at high traffic areas in the Village Center. Where applicable, the Village should work with IDOT to develop improved pedestrian crossings.
12. A long-term Village Center parking plan should be continually updated to meet the needs of shoppers, employees, commuters and residents.

13. Public parking lots should be well marked, accessible, attractive and safe. Improved signage should be provided at underutilized public parking lots.

MASS TRANSIT

The Barrington Metra Union Pacific Northwest Line station is a critical asset to the Barrington area. Located in the heart of the Village, Metra rail provides a reliable alternative to automobile dependence for commuting to Chicago. Not only does it serve the residents of the Village, it serves many commuters from the BACOG area and beyond. Many residents are attracted to the Village because of its access to mass transit. Moreover, the use of the Barrington Metra station reduces regional traffic congestion and air pollution. The continued provision and expansion of commuter rail services along the Union Pacific railway is important to the future of the Village. Furthermore, the Village should work toward enhanced access and commuter parking alternatives, such as a parking deck.

To further reduce commuter vehicle traffic, the Village of Barrington also supports shuttle bus service. It is recommended that Pace Suburban Bus establish either contracted or direct services to a broader coverage area, especially to Tower Lakes, Lake Barrington Shores, Lake Zurich, Deer Park and South Barrington, to provide direct access to the Barrington Metra station. The Village should continue to support the agreements between the townships and Pace, which provide for affordable public transportation for the senior citizen population, such as the Dial-A-Ride program and other similar programs. New and existing developments that are sited outside the Village Center with high concentrations of employees or residents are encouraged to provide bus shuttle access to the Metra station.

FREIGHT

On December 24, 2008, the U.S. Surface Transportation Board (STB) approved the Canadian National Railway's (CN) purchase of the Elgin, Joliet & Eastern Railway Company (EJ&E). In CN's proposal to purchase the EJ&E, the company indicated freight trains through Barrington would increase from about five per day to as many as twenty-six per day. The Village has many concerns with the EJ&E's acquisition by CN, including its local impacts on public safety, traffic congestion, the environment, and the economy. As such, the Village has requested the STB and CN address these concerns. One solution to such concerns is the proposed Route 14 underpass of the CN rail line. A grade separation at the CN/EJ&E and Union Pacific tracks, which would include grade separation at Hough Street and Main Street, is also recommended. The Village should continue to seek funding for such mitigation efforts.

VEHICULAR TRAFFIC

The volume of traffic, particularly on Main and Hough Streets, has been a major concern of Village residents for many years. A considerable amount of this traffic is regional in nature and therefore, significant improvements can only be achieved through regional approaches. To help alleviate the traffic problem on Hough Street, the Village of Barrington recommends that the Illinois Department of Transportation continue with plans for the northerly extension of Illinois Route 53 beyond Lake-Cook Road.

Even with the completion of regional roadways, a heavy concentration of traffic will continue, due to growth in the immediate area and the existing barriers to movement. Movement must be accommodated efficiently to serve existing businesses and to provide safe vehicular and pedestrian accessibility for Barrington area residents. Alternate traffic solutions, including selected intersection and roadway improvements and routes, should be explored and studied. Funding should be sought for intersection improvements at the following three locations:

1. Northwest Highway and Hart Road

2. Main Street and Eastern Avenue
3. Hough Street and Hillside Avenue

The Village should ensure proper improvement and development of streets within existing and proposed subdivisions, including sidewalks, street trees, curbing and drainage.

TRAFFIC SIGNALIZATION

Future signalization may be warranted where two arterial streets intersect or where a collector street intersects with an arterial street. Signalized or controlled intersections should be considered when areas are developed or redeveloped. Existing and future signalization should continue to utilize the OPTICOM or comparable traffic pre-emption system for ease of ambulance and fire trucks in responding to emergencies. In addition, traffic signalization is recommended for a location along South Northwest Highway that would lead directly to the commuter lot.

COMPOSITION OF THE LOCAL STREET SYSTEM

To improve local traffic, the following street system improvements are recommended:

Lake Zurich Road

As part of the Citizens Park redevelopment, Lake Zurich Road has been reconfigured to allow for an improved intersection with Route 14. There has been some consideration of the extension of Lake Zurich Road to the signal at Berry Road. Should a grade separation occur at Route 14 and the CN/EJ&E tracks, Lake Zurich Road may need to be reconfigured again.

U.S. Route 14 (Northwest Highway)

Several improvements to Route 14 may be considered. A pedestrian pathway and green space buffer should be encouraged along this route, as well as the provision of pedestrian connections. The burying of utilities and appropriate street tree installation should also be encouraged. In order to facilitate redevelopment opportunities along West Northwest Highway, additional signalized intersections should be considered.

Route 14 is a critical thoroughfare for the entire Barrington area. It is the roadway with the largest traffic volume in the Village. Furthermore, Route 14 is the most direct route to Advocate Good Shepherd Hospital and the Barrington Public Safety Facility. The proposed increase of CN freight traffic along the rail line will greatly affect traffic flow along Route 14 and emergency response times. As such, the Village strongly recommends that the CN install a Route 14 underpass to mitigate these anticipated problems.

Illinois Route 59 (Hough Street/Barrington Road)

It is strongly recommended that the current width of Route 59 be maintained within the Village of Barrington. If Hough Street were to be widened, the character of the Village would be severely degraded due to the destruction of homes, businesses, and trees along the route. Moreover, the widening of Route 59 would create barriers for pedestrians and would greatly decrease the walkability of the Village. In order to improve traffic along Route 59, strategies should be focused on reducing road-railroad conflict and improving traffic flow at local and regional intersections.

Lions Drive

Through two recent development projects, the Village has secured future access opportunities via Lions Drive. First, through an Intergovernmental Agreement with the Barrington Park District, the Village has acquired control of the east-west and north-south portions of Lions Drive. However, at this time, the Park

District is licensed by the Village to allow for Langendorf Park access and parking improvements in Lions Drive. Second, a recent amendment to the Shops at Flint Creek planned development allows for possible future vehicular and pedestrian access north across the creek to Lions Drive.

Applebee Street

To help improve accessibility to the Village Center for local residents, do not rule out, when appropriate, extending Applebee Street from Main Street to Station Street, with vehicular impacts on the residential neighborhoods mitigated.

To promote commercial enhancement and connectivity within the B-R Mixed Business Residential District, the Village should consider extending Applebee Street westward to Grant Street.

BIKEWAYS

An update to the 1997 Barrington Bikeway Study has been completed and is attached as Addendum: Bikeways, to the Comprehensive Plan. The Bikeways Addendum and map (see Figure 7. Bikeways Planning Map) has been drafted to meet the needs of the Village, including the following targeted groups: children/students, families/general public, commuters, and cycling enthusiasts. The following are the goals of the Bikeway Plan:

1. Provide for safe and continuous bicycle connectivity within the Village, especially to the Village Center, between neighborhoods, and to all Village “assets,” such as the library, schools, parks, Metra station, etc.
2. Provide for connectivity to bikeway systems in neighboring communities.
3. Encourage bicycling activity within the Village among residents and non-residents.

PEDESTRIAN ENHANCEMENT

In both commercial and residential areas, pedestrian accessibility and safety conditions need improvement. As of July 22, 2010, drivers in Illinois are now required to stop, not just yield, for pedestrians in the crosswalk. The Village should work on a campaign to educate the public of this new law while also improving pedestrian crossings so that they are more visible to drivers. In particular, the Village should work with IDOT to develop improved pedestrian crossings along Hough Street and Main Street. Safe and accessible pedestrian ways, which include wide sidewalks, curb extensions, well-marked crosswalks (striped, colored, and ADA compliant), and signage, should be implemented throughout the Village. To further encourage pedestrian activity in the Village Center, the Village should explore various options for pedestrian street crossing enhancements, including overpasses, underpasses, and at-grade crossings.

The Village has created a sidewalk plan (see Figure 8, Master Sidewalk Plan) for the entire Village, which encourages pedestrian linkages throughout. The Master Sidewalk Plan indicates existing and future sidewalk locations. The Village also has a more detailed sidewalk plan that is updated regularly. This detailed plan sets priorities for sidewalk installations and identifies corridors for developer installation or contribution.

VILLAGE CENTER TRANSPORTATION NEEDS

The Village Center is a unique part of Barrington and has special needs with respect to transportation. These special needs focus primarily on parking facilities and pedestrian/bicycle circulation. The key objectives related to Village Center transportation needs are outlined below.

1. Pursue highly centralized, convenient, and visible public parking facilities, including structure parking, to help maximize the potential of the Village Center.

2. Encourage and extend the current system of pedestrian and bicycle routes to effectively connect the Village Center and Metra station to surrounding neighborhoods.
3. Explore options for pedestrian enhancements in the Village Center.
4. Retrofit existing public parking facilities with bicycle parking and encourage business and property owners to develop bicycle parking as redevelopment occurs.

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CHAPTER 9

ENVIRONMENTAL SUSTAINABILITY

Environmental quality and the protection of natural resources are essential to maintaining the distinct ecological systems of the community and long-term health of its residents. In addition to being a part of the Village's natural heritage, healthy ecosystems provide benefits by absorbing and filtering stormwater, filtering air pollutants, storing carbon, and providing aesthetic and recreational value. Moreover, to maintain a high quality environment for the Barrington area, sustainable development practices should be incorporated into local regulations. The Village should also encourage eco-friendly living practices among its residents. The following objectives provide overall direction for maintaining environmental sustainability in Barrington.

1. Special consideration should be given to all developments to ensure that air quality elements are incorporated into development plans. According to the U.S. EPA, the Chicagoland area is a non-attaining air quality region. Therefore, measures for reducing traffic congestion are important for all new development. To reduce traffic congestion, the following measures are especially recommended:
 - i. New developments or redevelopments with a high concentration of residents and/or employees should be sited near existing mass transit facilities or should provide access to mass transit facilities.
 - ii. Improvements should be made to the existing bicycle and pedestrian network to encourage active transportation throughout the community. The network should provide linkages between neighborhoods, to major open space areas and parks, to the Village Center and Metra station, to schools, and to the Barrington Area Library.
2. The Village should evaluate opportunities for utilizing sustainable building and development practices. Green building technology, water conservation techniques, and land use strategies such as those required by LEED certified projects, should be encouraged and applied when possible. Local zoning, building, and engineering standards should be audited regularly to ensure that Village regulations offer opportunities for appropriate sustainable development techniques.
3. Limited sites throughout the Village have been subjected to activities that resulted in the contamination of soil and possibly ground water. Each development site should be evaluated for historic contamination and releases. A mitigation plan should be provided by the property owner to ensure the safety of residents, the groundwater system, and the storm and sanitary systems throughout the Village.
4. The Village water wells, which include the supply of drinking water, are vital resources to the Village of Barrington. The Village should act to preserve the health and welfare of the drinking water supply and should actively seek creative solutions to ensure adequate water resources for generations to follow.
5. Open spaces should be encouraged when associated with development proposals. Open space areas should be maintained as natural elements or can be associated with recreational activities, where practical. Any natural resources should be improved or enhanced wherever possible or practical.
6. The Village should encourage sustainable turf management practices among its residents and businesses.

7. Flint Creek is an important natural resource throughout the Village. While it functions as the Village's primary stormwater drainage way, it also serves as a wildlife habitat, and should be improved or enhanced wherever possible or practical. Special attention should be paid to stream bank stabilization and the restoration of native species and habitat when the opportunities are available.
8. The Village of Barrington is committed to preserving and enhancing wetlands as they relate to development activity. The Village's Stormwater Management Regulations of the Village Code address wetlands preservation and enhancement. All development and redevelopment activity should adhere to these regulations.

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CHAPTER 10:

COMMUNITY DESIGN & CHARACTER

Much of the charm and character of Barrington is the result of quality design and construction of new development, public improvements and rehabilitation/renovation of older properties. Protecting this attractive character depends on a unified plan for community design, including architecture, signage, landscape, and streetscape.

Upon adoption of the Zoning Ordinance on March 19, 2001, specific design guidelines were established for the following zoning districts: B-1 General Business Service, B-4 Village Center, B-R Mixed Business Residential, R-7 Two-Family Residential, and R-8 General Residential. All other non-single family zoning districts follow the general design guidelines that are identified as the Appearance Code of the Zoning Ordinance. The established design guidelines apply to exterior modifications, including new construction, additions, and exterior remodeling.

The Historic Preservation Overlay District and Design Guidelines were established in 2001 to protect and preserve historical areas of the Village and individual structures and sites within this area which have historic, architectural or cultural significance. It is intended that any new development, redevelopment or subdivision of lots within the Historic Preservation Overlay District is compatible with the character of the District. Moreover, the district creates a distinctive appeal among the Village's central historic neighborhoods and enhances property values. All exterior modifications to structures within the district, including both residential and commercial properties, must follow the established Historic District Design Guidelines.

The following objectives provide overall direction for community design and character in Barrington.

1. Structures and sites of architectural, cultural or historical significance should continue to be protected by inclusion in the Historic Preservation Overlay District.
2. The historical and architectural significance of the Village should be celebrated.
3. The current design guidelines for non-residential districts should be reexamined to ensure that they provide clear direction to developers. The creation of district-specific design guidelines, like those of the B-1, B-4 and B-R Districts, should be considered for all other non-residential districts.
4. The appearance of signs, buildings and lots along Route 14 should be improved through adherence to the zoning and design standards, enforcement and the gradual elimination of nonconforming uses.
5. Improvements to older commercial buildings should be encouraged in order to preserve historic exterior facades and to increase building code compliance.
6. Traffic circulation objectives should be balanced with the goal of creating walkable neighborhoods that are designed and oriented towards pedestrians in the Village Center and its peripheral districts.
7. As redevelopment of the Village Center occurs, plans should include unique public spaces that help promote social interaction and a sense of community.

8. The existing streetscape design elements as established in the Village Center Master Plan should be maintained, including the decorative paving, landscaping, planters and tree grates, benches, trash cans, decorative street poles, hanging banners.
9. Enhancements to new and existing developments that would complement the existing Village streetscape elements should be encouraged.
10. The pedestrian experience for the Lageshulte artisan district and James Street artisan district should be consistent with that of the Village Center, and should include lighting, sidewalks, bicycle racks, and landscaping.
11. The Village has been designated as a “Tree City USA” by the National Arbor Day Foundation. Every effort should be taken to preserve key and significant trees (as defined by the Village’s Tree Preservation Ordinance) on development sites. Where preservation cannot take place, a replacement and mitigation plan should be approved and implemented as part of the overall landscape plan.
12. The siting of new telecommunication towers should be sensitive to the existing character of the proposed site and surrounding properties.

CHAPTER 11

NEIGHBORHOOD DEVELOPMENTS

Because of the unique character of each of Barrington's neighborhoods, a continued effort should be exerted to maintain the existing scale and character and to minimize encroachment of commercial uses into residential neighborhoods. Redevelopment in the Village Center and other commercial areas is anticipated as population grows. This will create pressures for changes in approved land use. Good planning principals should be applied when reviewing requests for such changes, especially where development abuts a residential neighborhood.

Specific suggestions for Village neighborhoods are included in the following sections, which should be periodically evaluated and modified to meet the changing needs of the community. The Neighborhoods are indicated in Figure 9, Neighborhood Boundaries.

NEIGHBORHOOD ONE

This area is generally bounded on the south and west by the Village Center and on the north and east by Northwest Highway.



Neighborhood One, which primarily consists of the Northeast Neighborhood, is a mature, attractive community of predominantly single-family homes on lots of approximately 7,500 square feet, but also contains multi-family and two-family homes. On the northern and eastern edge of the neighborhood is Northwest Highway, which includes retail and public/institutional uses.

If an underpass is constructed for Route 14 at the CN tracks, the northern edge of Neighborhood One will likely be impacted.

Recommendations:

1. The neighborhood should be protected from encroachment by commercial establishments.
2. Local street planning for this neighborhood should take into account the desirability of protecting the residential streets from use by through traffic which is destined for the Village Center and the commuter railroad station, especially where Liberty Street intersects with Hough Street.
3. If residential properties within this neighborhood are redeveloped or modernized, such plans should be sensitive to the historical nature of the neighborhood,
4. Areas of this neighborhood may be appropriate for inclusion into a historic district.

NEIGHBORHOOD TWO

This area is bounded by Hillside Avenue on the south, Hough Street on the west, Lake Street and the Village Center on the north, and the Union Pacific railroad on the east.



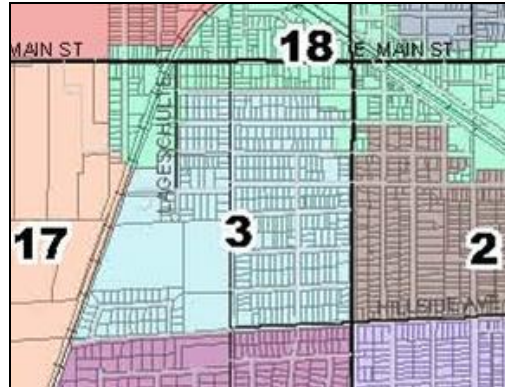
This is predominantly a mature, tree-lined residential neighborhood consisting of single-family homes on lots of approximately 7,500 square feet, with two-family dwellings located in close proximity to the Village Center and along Hough Street, and a townhouse and single-family developments at the eastern edge of the neighborhood. The western portion of this neighborhood is located in the Village's Historic District.

Recommendations:

1. Street planning for this neighborhood should continue to protect local streets from use by through traffic which is destined for the Village Center, the commuter railroad station, and the Southgate area within Neighborhood Eight.
2. This neighborhood contains Special Planning Area 3 (Russell, Summit, Spring and Lincoln Streets). The land use recommendation for SPA 3 is open space and stormwater detention.
3. Areas of this neighborhood beyond the current Historic District boundaries may be appropriate for inclusion into The Historic District.
4. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
5. Drainage and soil concerns should be taken into consideration when developing or redeveloping this area.
6. The completion of the sidewalk network should be encouraged.

NEIGHBORHOOD THREE

This area is bounded by Hillside Avenue on the south, the CN/EJ&E railroad on the west, the Village Center on the north, and Hough Street and the Village Center on the east.



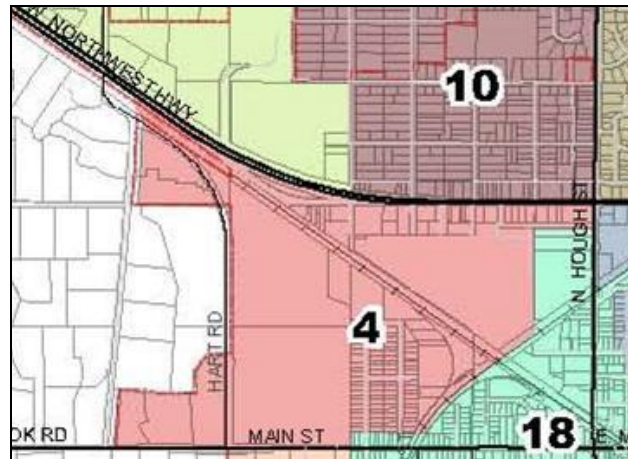
This neighborhood includes a wide range of residential types and structures of varying ages. It is closely related to the Village Center and enjoys advantages derived from it. The northeast quarter of this neighborhood lies within the Historic District.

Recommendations:

1. Restoration of single-family homes from what are now two-family homes, but were formerly single-family homes, should be encouraged.
2. Areas of this neighborhood beyond the current Historic District boundaries may be appropriate for inclusion into The Historic District.
3. The completion of the sidewalk network should be encouraged.

NEIGHBORHOOD FOUR

This area is bounded by Main Street and the CN/EJ&E railroad on the south, the Village boundary on the west, Northwest Highway on the north, and Hough Street and the CN/EJ&E railroad on the east.



This area contains a variety of land uses; the major uses being Barrington High School, Langendorf Park, the Village Public Works and Wastewater Facility, Pepsico Research and Development Facility, and Flint Creek Corporate View. A portion of the West Northwest Highway retail corridor is also included in Neighborhood Four. The small residential area east of the high school contains predominantly single-family homes.

Improvements to the pedestrian and bicycle network have been made in this neighborhood. First, a pedestrian and bicycle path adjacent to the creek was constructed under the Union Pacific railroad, providing direct access from the high school and residential neighborhood to Langendorf Park. Later, a pedestrian bridge was constructed over the creek, thereby connecting Langendorf Park to Shops at Flint Creek.

Recommendations:

1. Because Flint Creek is now accessible due to the adjacent pedestrian and bicycle path, ongoing stream bank restoration efforts should continue.
2. Consideration should be given to the development of the vacant lot south of the Commonwealth Edison facility along Raymond Avenue. This site could accommodate detached single-family or open space.
3. The completion of the sidewalk network should be encouraged.

NEIGHBORHOOD FIVE

This area is bounded by Northwest Highway and the CN/EJ&E railroad on the south, Hough Street on the west, Providence Road on the north, and the Cuba-Ela Township line on the east.



Neighborhood Five is almost exclusively comprised of single-family subdivisions, including Jewel Park, Chippendale, Steeple Chase, and Flint Creek. Jewel Park is one of the oldest residential developments in the area. It is an attractive subdivision with curvilinear, tree-lined streets and single-family homes on lots of 15,000 square feet and larger. In the 1930s, it was subdivided, reforested and controlled by design covenants administered by the developer, Jewel Companies, Inc. In recent years, an active homeowners association has been created to continue the administration of those covenants. The Turtle Creek office development is also included in this neighborhood.

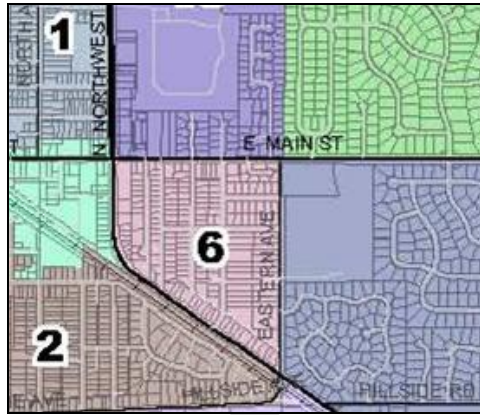
If an underpass is constructed for Route 14 at the CN/EJ&E tracks, the southern edge of Neighborhood Five will likely be impacted.

Recommendations:

1. Natural drainage courses and wetlands should be preserved and maintained to the extent possible.
2. Bicycle connections should be encouraged, especially along Lake Zurich Road, which would provide a safe access to the Village Center.
3. Pedestrian linkages should be encouraged.
4. Cut-through traffic should be discouraged.

NEIGHBORHOOD SIX

This area is bounded by the east property line of the commercial strip on Northwest Highway on the west, Northwest Highway on the south, Main Street on the north and Eastern Avenue (a.k.a. John Snow Avenue) on the east.



This is an older neighborhood with a grid street pattern, especially along Kainer Avenue, Glendale Avenue, and Eastern Avenue. Due to the surrounding land uses, and proximity to state highways, the potential for cut-through traffic is significant.

Recommendations:

1. The neighborhood should be protected from any encroachment by commercial establishments or multiple-family residences.
2. Local street planning for this neighborhood should take into account the desirability of protecting the residential streets from use by through traffic.

NEIGHBORHOOD SEVEN

This area is bounded by Cornell Avenue on the south, Barrington Road on the west, Hillside Avenue on the north, and Northwest Highway on the east.



The western portion of Neighborhood Seven is comprised of predominantly single-family homes. Generally, those lots north of Illinois Street are within the Village of Barrington and range in size from 7,500 square feet to 10,000 square feet; those lots south of Illinois Street are generally within unincorporated Cook County and range in size from 10,000 square feet to 20,000 square feet. Drainage, quality of streets, and in the unincorporated area, the efficiency and effectiveness of individual septic systems, continue to remain serious or potentially serious problems.

The portion of this neighborhood east of George Street and east of Highland Avenue is used for open space and passive recreation. The Cook County Forest Preserve District, the Barrington Park District, and the Village of Barrington are the primary owners of land surrounding the man-made Baker's Lake. Baker's Lake is designated as an Illinois Nature Preserve by the Illinois Department of Natural Resources.

Recommendations:

1. Through traffic should be discouraged from the Village Center on the north or from the Southgate commercial area and Ron Beese Park on the south.
2. Unincorporated residents who wish to annex shall be required to connect to and extend Village utilities. The extension of utilities should ultimately pay for itself via a mechanism such as tax revenues or a special service area. Particular attention should be paid to stormwater issues relative to any future development.
3. Pedestrian and bike linkages should be encouraged.

NEIGHBORHOOD EIGHT

This area is bounded by Cornell Avenue on the north, the Village boundary on the west, Dundee Road on the south, and the Barrington-Palatine Township line on the east.



The area east of George Street is currently utilized as, and should remain, a public open space, Ron Beese Park, which is owned and maintained by the Barrington Park District.

A mix of uses is found west of Barrington Road, including the Oaks of Barrington single-family subdivision, senior living and health care, and other office uses.

The portion east of Barrington Road and west of Ron Beese Park is the area commonly known as Southgate, where the predominant uses are office, home furnishings and auto dealerships. SPA 4 is also located in this area.

A one-hundred foot wide green area has been provided along both the east and west sides of Barrington Road beginning at Dundee Road and ending at Cornell Avenue, to provide a buffer between the commercial and residential and Barrington Road.

Recommendations:

1. Preservation of open space should be encouraged in this area.
2. Additional parkway landscaping improvements should be encouraged along Barrington Road.
3. The Grove Avenue area should be developed for office/research and commercial use only.

NEIGHBORHOOD NINE

This area is bounded on the south by Illinois 59 and the Village boundary, on the west by the CN/EJ&E railroad, on the north by Hillside Avenue and on the east by Hough Street.



Neighborhood Nine is completely residential in use with the exception of St. Matthew's Church. East of Dundee Avenue is the Barrington Highlands subdivision, consisting of single-family homes built in the 1950s on lots approximately 10,000 square feet. West of Dundee Avenue is a subdivision of single-family homes on lots of at least 20,000 square feet.

Recommendations:

1. Sidewalks should be encouraged in this area.
2. The use of the neighborhood should continue as single-family residential.

NEIGHBORHOOD TEN

This area is bounded on the south by Northwest Highway, on the west by Old Barrington Road extended, on the north by West Brandt Road, and on the east by Hough Street.



Neighborhood Ten is developed predominantly for single-family homes on parcels of 10,000 square feet to 15,000 square feet each. Streets within the Village are tree-lined, but are not fully improved. The following residential subdivisions are included in Neighborhood Ten: Roslyn Area Homeowner's Association, Barrington Court, and Carriage Trail. A portion of the West Northwest Highway retail corridor is also included in this neighborhood.

Recommendations:

1. Plans to reduce the potential for through traffic movements being generated by Northwest Highway and employees of adjacent commercial areas should be implemented.
2. Unincorporated residents who wish to annex should be required to connect to and extend Village utilities. The extension of utilities should ultimately pay for itself via a mechanism such as tax revenues or a special service area.
3. Commercial encroachment should be discouraged in residential areas.
4. Any future development or redevelopment should address flooding issues and provide stormwater management improvements.
5. Special service areas or a taxing district should be considered to address stormwater management issues.
6. Development along Hough Street (Route 59) should be screened with heavy vegetation.
7. Sidewalks should be encouraged in this area.

NEIGHBORHOOD ELEVEN

This area is bounded on the south by Providence Road , on the west by Hough Street, on the north by Cuba Road, and on the east by the Lake County Forest Preserve.



The area west of Lake Zurich Road is subdivided and predominantly developed for a common well and private septic tanks. A small lake and park are located within the subdivision.

Recommendations:

1. Residents of the Fairhaven Estates subdivision west of Lake Zurich Road may petition the Village of Barrington to annex. However, the subdivision must first upgrade their water system prior to the Village's acceptance.
2. The southeast corner of Cuba Road and Lake Zurich Road should be encouraged to remain as open space or be incorporated into the Lake County Forest Preserve.
3. A non-vehicular pedestrian/bike path connection between residential areas and the downtown area should be encouraged, especially if this area is annexed.
4. Improvements to the Lake Zurich bikeway are encouraged.
5. Development along Hough Street (Route 59) should be screened with heavy vegetation.

NEIGHBORHOOD TWELVE

This area is bounded on the south by Main Street, on the west by the Cuba-Ela Township line, on the north by the Lake County Forest Preserve and on the east by Ela Road.



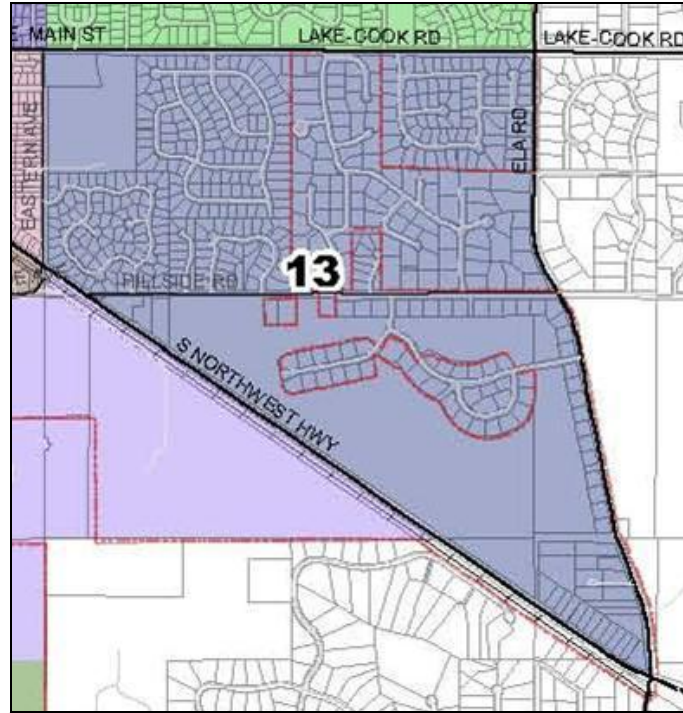
This neighborhood consists of the following single-family subdivisions: Fox Point North, Fox Point East, Listhartke, Tall Trees, Castle Court, Barrington Hilltop, and Barrington Meadows. Neighborhood Twelve is mostly comprised of homes on lots of at least 20,000 square feet, surrounding a large man-made body of water, Lake Louise. Cuba Marsh also extends from the north into this neighborhood.

Recommendations:

1. The enhancement and/or restoration of Flint Creek should be encouraged between Lake Cook Road and Lake Louise.
2. The use of the neighborhood should continue as single-family residential.
3. Pedestrian and bike linkages should be encouraged.

NEIGHBORHOOD THIRTEEN

This area is bounded on the south by Northwest Highway, on the west by Eastern Avenue (a.k.a. John Snow Avenue), on the north by Main Street and on the east by Ela Road.



Neighborhood Thirteen is predominantly developed as single-family residences on lots of 15,000 square feet adjacent to Main Street, and larger lots in the vicinity of Hillside Avenue. The following residential subdivisions are included in this neighborhood: Fox Point South, Wingate, Lakeview, Chateaux Bourne, Fairfield and Hillside Farms.

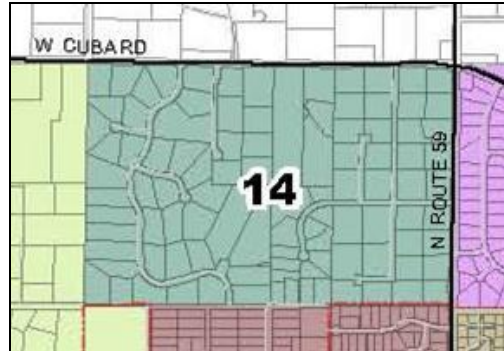
This area also includes commercial properties along Northwest Highway. Two SPAs are located in this neighborhood: Makray Memorial Golf Club (SPA 5) and the southeast corner of Route 14 and Hillside Road (SPA 8).

Recommendations are as follows:

1. The Makray Memorial Golf Club shall be encouraged to remain as a golf course and as open space.
2. Unincorporated residents who wish to annex should be required to connect to and extend Village utilities. The extension of utilities should ultimately pay for itself via a mechanism such as tax revenues or a special service area.
3. The restoration and/or enhancement of the creek from Northwest Highway to Lake-Cook Road (including Makray Memorial Golf Club) should be encouraged.

NEIGHBORHOOD FOURTEEN

This area is bounded on the south by West Brandt Road, on the west by Old Barrington Road extended, on the north by Cuba Road and on the east by Hough Street.



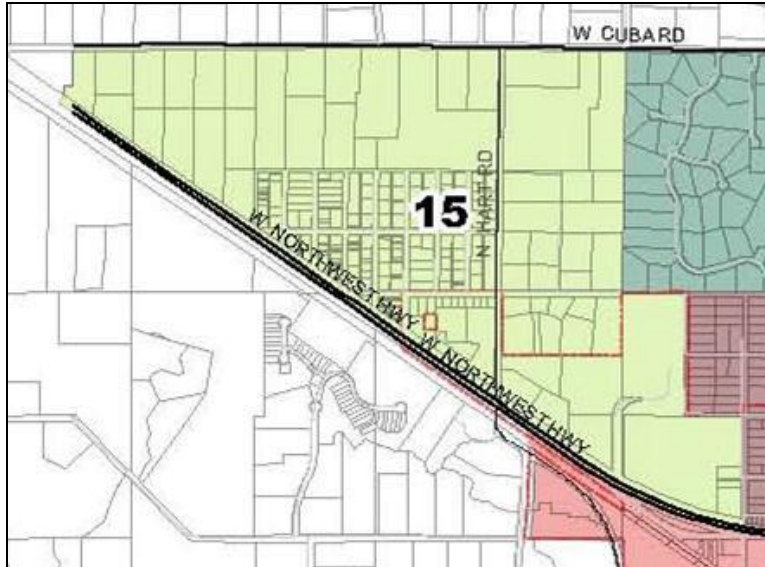
This land is unincorporated and is predominantly single-family residential, developed on lots of two acres or larger. Local streets are not fully improved.

Recommendations are as follows:

1. Unincorporated residents who wish to annex should be required to connect to and extend Village utilities. The extension of utilities should ultimately pay for itself via a mechanism such as tax revenues or a special service area.
2. Watercourses and lowlands should be preserved as public or private open space.

NEIGHBORHOOD FIFTEEN

This area is bounded on the south and west by Northwest Highway, on the north by Cuba Road, and on the east by Old Barrington Road and Neighborhood 10.



North of Taylor Road, the land is predominantly unincorporated and agricultural, zoned for five-acre residential lots. Also within the neighborhood are partially completed residential subdivisions zoned for 8,500 square foot lots. The land west of The Foundry Shopping Center that fronts on Northwest Highway is located in SPA 1.

Land east of Twentieth Street and south of Taylor Road is annexed to the Village. This area includes a mix of land uses, including retail and office, industrial, and auto dealerships.

Recommendations:

1. Unincorporated residents who wish to annex should be required to connect to and extend Village utilities. The extension of utilities should ultimately pay for itself via a mechanism such as tax revenues or a special service area.
2. Commercial development should be encouraged along Northwest Highway, limited to property fronting on said thoroughfare.
3. Watercourses and lowlands near Cuba Road should be enhanced.

NEIGHBORHOOD SIXTEEN

The EJ&E railroad bounds this area on the north, Main Street on the south, the Cuba-Ela Township line on the east, and Northwest Highway on the west.



This neighborhood has a broad range of land uses including recreational (Citizens Park), institutional (Barrington Area Library), corporate office (The Pepper Companies and Hospice of Northeastern Illinois), and mixed uses (The Garlands of Barrington) but appears consistent due to a campus-like environment. Some small retail uses exist along Northwest Highway near the southwest corner of the neighborhood. The following residential subdivisions are also included in Neighborhood Sixteen: Kainer Court, Eastwood, and Barrington East.

If an underpass is constructed for Route 14 at the CN tracks, the western edge of Neighborhood Sixteen will likely be impacted.

Recommendations:

1. The existing campus-like environment within the neighborhood should be encouraged and enhanced by pedestrian and bicycle linkages.
2. Further development of retail uses should be limited north of Lake-Cook Road and single-family residential shall be maintained east of the cemetery along Lake-Cook Road.
3. Maintain the possibility of internal vehicular linkages.

NEIGHBORHOOD SEVENTEEN

Main Street bounds this area on the north, the Village boundary on the south and west, and South Hager Street and the CN/EJ&E railroad on the east.



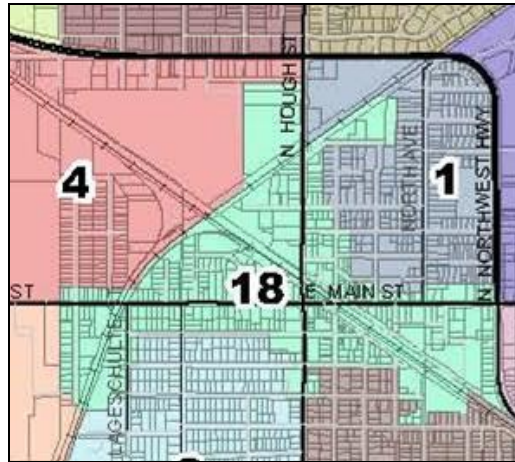
The predominant land use of Neighborhood Seventeen is manufacturing, with the Pepsico Research and Development facility being the major land owner.

Recommendations:

1. Land within the Flint Creek floodplain should remain undeveloped.
2. Ecological concerns should continue to be addressed in this area.

NEIGHBORHOOD EIGHTEEN

Neighborhood Eighteen is the Village Center.



The Village Center has been divided into eleven (11) subareas, which are all within walking distance of each other and are in close proximity to the Metra train station. The subareas include: Main Street District, Civic District, South Cook Street District, Train Station District, North Downtown District, West Liberty Street District, Mixed Business Residential District, Flint Creek Commercial District, Miller Park District, James Street District, and Lageschulte Street District. Most of Neighborhood Eighteen is located in the Tax Increment Financing District (SPA 9). A portion of this neighborhood is located in the Historic Preservation Overlay Zoning District.

Recommendation:

1. Refer to Chapter 6: Village Center, for a complete list of recommendations regarding the Village Center.

CHAPTER 12

SPECIAL PLANNING AREAS

Special Planning Areas were formally known as “Critical Sites” and were first introduced in the 1990 Comprehensive Plan. Evaluation and determination of the Special Planning Areas was based on the potential for development or redevelopment of each site. Consistency of development, environmentally sensitive areas, such as floodplains, wetlands, wooded areas, and poor or wet soils, as well as traffic constraints, lack of open space, and locations adjacent to developed residential neighborhoods were the main criteria when evaluating properties for inclusion in this Special Planning Area chapter.

There are currently nine (9) sites within or adjacent to the Village of Barrington that are designated as Special Planning Areas and are depicted in the Figure 10, Special Planning Areas. Unless specified, the recommended uses for each site should be consistent with the current zoning requirements.

SITE 1

WEST OF FOUNDRY SHOPPING CENTER (unincorporated)



LOCATION: Properties fronting on Route 14 that are located north of Route 14 and west of Twentieth Street to Cuba Road (excluding PIN 13-27-300-002).

SIZE: Approximately 48 acres.

PINs: Not determined.

RECOMMENDED USES: Commercial (retail/office).

SITE 2

FORMER CHAMPION DODGE SITE



LOCATION: Bounded by the Union Pacific rail line to the south, Route 14 and Old Northwest Highway to the north, and Park Place Shopping Center to the east.

SIZE: Approximately 6.6 acres.

PINs: 13-35-402-003, 13-35-402-005, 13-35-402-006, 13-35-402-007, 13-35-402-008, 13-35-402-009, 13-35-402-010, 13-35-402-015, 13-35-402-016, 13-35-403-011.

RECOMMENDED USES: Consistent with underlying zoning.

SITE 3

RUSSELL AND SUMMIT STREETS



LOCATION: At the northwest corner of Russell Street and Summit Street.

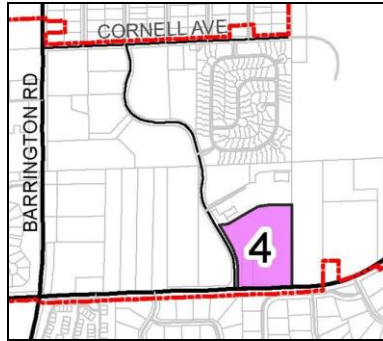
SIZE: Approximately 0.84 acres.

PINs: 01-01-118-010, 01-01-118-011, 01-01-118-012, 01-01-118-013, 01-01-118-015, 01-01-118-016.

RECOMMENDED USES: Open space and stormwater detention.

SITE 4

SOUTH GROVE AVENUE WEST OF PRAIRIE CAMPUS



LOCATION: At the northeast corner of Dundee Road and Grove Avenue.

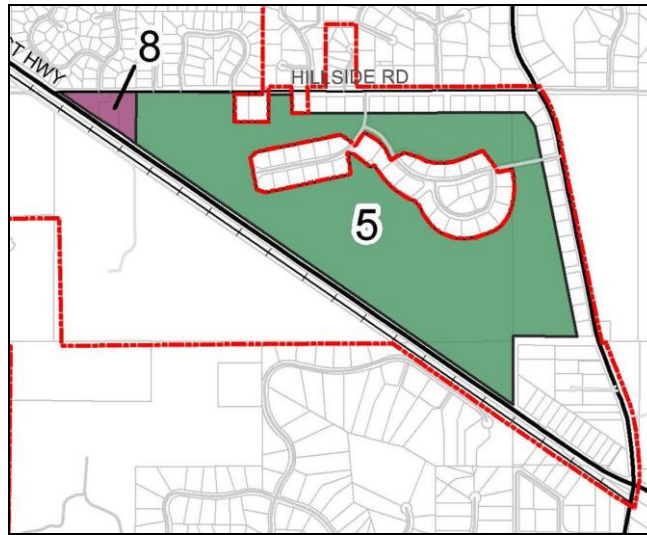
SIZE: Approximately 12 acres.

PINs: 01-12-400-005, 01-12-400-006.

RECOMMENDED USES: Consistent with underlying zoning.

SITE 5

MAKRAY MEMORIAL GOLF CLUB



LOCATION: Bounded by Route 14 to the southwest, the residential properties along Ela Road to the east, and East Hillside Avenue to the north.

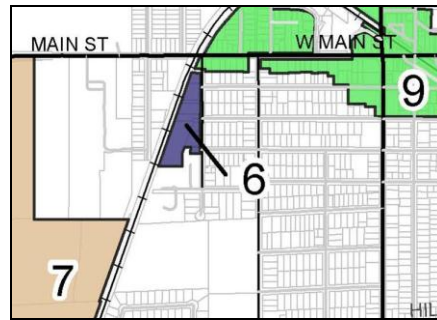
SIZE: Approximately 150 acres.

PINs: 02-05-300-002, 002-06-400-011, 02-07-201-002.

RECOMMENDED USES: Open space/golf course with club house.

SITE 6

LAGESCHULTE STREET



LOCATION: On the west side of Lageschulte Street, east of the CN/EJ&E rail line, south of 100 Lageschulte Street, and north of the Arbors at Barrington.

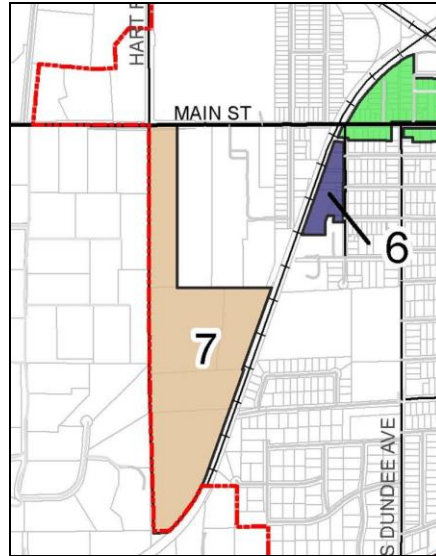
SIZE: Approximately 5.4 acres.

PINs: 01-02-202-012, 01-02-202-022, 01-02-202-033, 01-02-202-034, 01-02-202-044, 01-02-202-045, 01-02-202-046, 01-02-202-047, 01-02-202-048.

RECOMMENDED USES: Consistent with underlying zoning.

SITE 7

PEPSICO



LOCATION: Bounded by the CN/EJ&E rail line to the east, the corporate limits on the west, and accessed from West Main Street to the north.

SIZE: Approximately 60 acres.

PINs: 01-02-200-001, 01-02-200-005, 01-02-200-008, 01-02-400-006.

RECOMMENDED USES: Consistent with underlying zoning.

SITE 8

HILLSIDE AVENUE AT ROUTE 14



LOCATION: At the southeast corner of Hillside Avenue and Route 14, extending to the golf course on the east.

SIZE: Approximately 5 acres.

PINs: 01-06-301-003, 01-06-301-004, 01-06-301-005.

RECOMMENDED USES: The uses should be consistent with zoning and sensitive to the adjacent residential neighborhood. However, a broader range of uses would be considered if the site were to be redeveloped in its entirety.

SITE 9

TAX INCREMENT FINANCING REDEVELOPMENT PROJECT AREA



LOCATION: Generally within the Village Center.

SIZE: Approximately 99.7 acres.

PINs: See Ordinance No. 00-2850 for a list of PINs within the Tax Increment Financing Redevelopment Area.

RECOMMENDED USES: Consistent with underlying zoning.

ADDENDUM

BIKEWAYS

Bicycling attracts a variety of users, who have different purposes for using this mode of transit, including:

- **Recreation:** Bicycling is a very popular activity among both recreational riders of all ages, and sport enthusiasts.
- **Alternative transportation:** Bicycling is also used as alternative transportation for short, local trips throughout town. It is especially popular among commuters going to and from the Metra train station.
- **Transportation necessity:** Besides those who bicycle by choice, there are residents who depend on bicycling as a transportation necessity, including children, adolescents, and commuters.

This bikeway addendum builds on the Barrington Bikeway Study conducted by TranSystems Corporation in February 1998. The goal of the plan was to provide a network of bikeway corridors to encourage bikeway use throughout the Village among students, families/general public, commuters, and cycling enthusiasts. That goal remains the same in 2011. Since bike-friendly towns are also associated with a high quality of life and a sense of community, Barrington strives to provide complete connectivity throughout the Village and to bikeway systems in neighboring communities.

REGIONAL CONNECTIVITY

Barrington is working towards the goal of developing regional bikeways through active participation with the Northwest Municipal Conference (NWMC). The 2010 NWMC Bicycle Plan includes two bikeways that run through the Village of Barrington: Northwest Highway (Route 14) and Dundee Road. The NWMC Bicycle Plan includes a three tier system of bikeway corridor prioritization. The tier one corridors are those with the highest regional impact and best opportunity to be implemented. Both Northwest Highway and Dundee Road are identified as tier two regional corridors. At this time, feasibility studies have not been conducted to identify the types of bicycle facilities that should be implemented among the tier two corridors of the NWMC Bicycle Plan. The feasibility studies should be conducted as multijurisdictional initiatives, especially with adjoining communities and the Illinois Department of Transportation.

LOCAL CONNECTIVITY

Barrington utilizes two types of bicycle facilities: off-street and on-street. Off-street facilities are segregated from traffic, and are either parallel to a roadway (side path) or on their own independent right-of-way (trail). On-street facilities travel within the roadway pavement area. The Village uses two types of on-street facilities: bicycle lanes and bicycle routes. A bicycle lane includes five (5) feet of pavement space designated solely for bike usage, where no parked or moving vehicles are allowed. Pavement striping and signage designate the bicycle lane, which is the preferred on-street facility. By way of comparison, bicycle routes are designated only by signage and are used when there is not enough room to expand the road for a bicycle lane.

All bikeway facilities should provide safe and continuous navigation throughout the Village for casual adult cyclists. Bikeways should provide connectivity from employment centers and residential neighborhoods to the Village Center, between neighborhoods, and to all Village “assets,” such as the library, schools, parks, and Metra station.

BIKEWAY MAPS

The Village has created two bikeway maps: the Bikeways Planning map and the Bikeway User map. The Bikeway User map guides cyclists through existing bikeways in the Village. The Bikeways Planning map (see [Figure 7, Bikeways Planning Map](#)) serves as a guide for future improvements in the system,

which will increase bicyclist safety and system capacity. These bikeway improvements will be implemented as the budget allows. It is recommended that funding be sought for such improvements.

DRAFT